



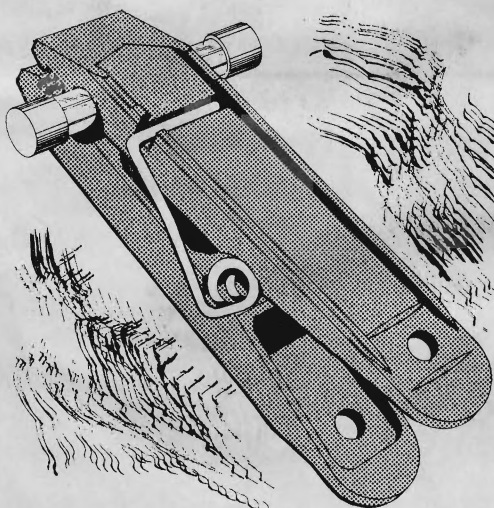
Hints from the Model Garage

DRAWINGS BY
RAY QUIGLEY

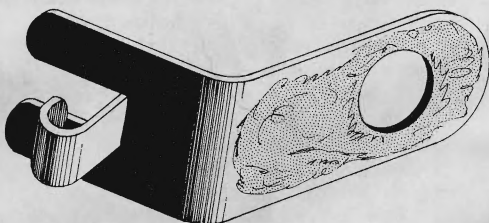
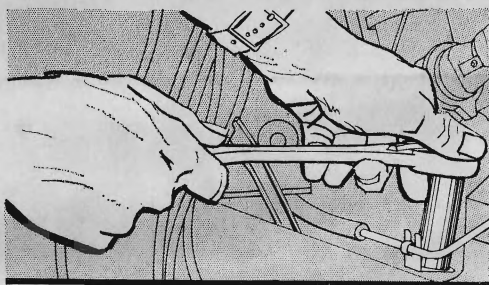


When testing a radiator, an easy way to plug the outlets is to use sponge-rubber balls, which come in all sizes at dime stores. Find balls that fit the filler neck and lower tank outlet, and press them in to a watertight fit. Then place a tight-fitting rubber hose on the overflow pipe or on

the drain cock. The hose should be long enough to let you blow into it while the radiator is immersed in water. You can build up about two-pounds' pressure in the radiator core by blowing. This will produce bubbles from a leak. Mark the leak, if any, and solder-seal it.



Burned-out headlight fuses can burn your fingers when you try to remove them. And your fingers don't even have a good grip. Instead, use a spring-loaded clothespin. It lets you remove and install fuses without breaking, arcing, or damage to fuse clips. You also save time.

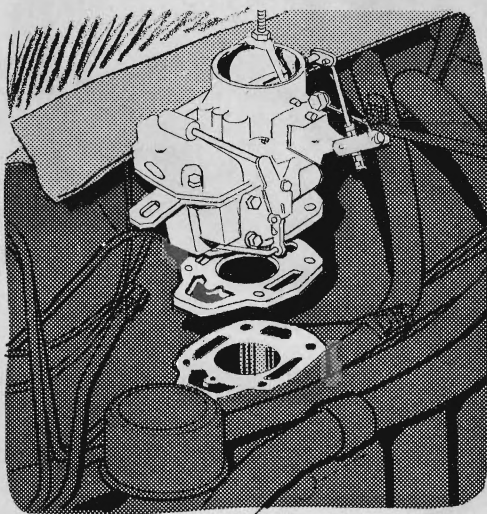


When tightening cylinder-head bolts, keep wire clips and oil-line brackets, held in place by the bolts, from turning by putting a little coarse valve-grinding compound under the surface of each clip and bracket. They will stay in place right up to full tightening torque.

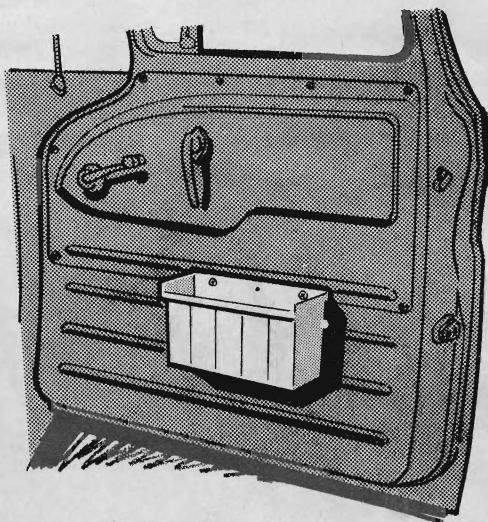
More Hints from the Model Garage



Check out water or air leaks in windshield, window, bolt holes, weatherstripping, by closing all windows and vents, turning on the heater-blower to high, and closing the doors. Run water in a small stream over the suspected area. Bubbles will show up where there are leaks.



If fuel boiling persists after you have checked your carburetor for proper float level and a good needle-and-seat seal, you may have to insulate the carburetor flange from the intake manifold. An insulating spacer (available as a spare part) will usually cure the fuel boiling.



Stowage space can get scarce in a pickup-truck cab, and in many cars, too. Plastic containers, readily available, can easily be fitted to the doors. Remove the screws from a door panel, add a washer for strength, and screw them right back on again through the plastic container.



Replacing a cracked exhaust manifold with junk parts can run up to \$15, plus labor. With furnace cement, you can fix the manifold for a few cents. It's an asbestos product that can withstand tremendous heat. Dab it on, let it cure, and you have a seal that will last for months.